

SECRET

SAPC-7192
Copy 2 of 5
21 June 1956

Dear Burt -

Undoubtedly Jim discussed with you during his last visit the additional System 1 tests he considers desirable. In view of your planned resumption of such tests now that reworked System 1 units are again available I am sending you an excerpt from his memorandum to me and a sketch he has prepared re such tests. The tests must, of course, be coordinated with the [REDACTED] personnel as to this procedural and operational aspects.

25X1A

Jim's parameters are as follows:

An S-Band radar of known location, antenna pattern and power output (its antenna pattern and power output as specified by its manufacturer will fulfill this need) should be used as a target. The plane should fly at normal operating altitude with S-Band antennas installed at 14° to the horizon and after a normal pre-flight check. The path should start at a point at least 100 miles from the target radar and the first leg will pass directly over the target proceeding at least 100 miles beyond the target. The plane should return on a path parallel to the above path at a distance of 25 miles from the first path. Successive paths parallel to the first path and at distances of 75, 125, 225, 275, 325 and 375 miles should be covered (see attached sketch).

This test should be repeated with all factors identical except (a) X-Band antennas to be used on System One and (b) an X-Band target radar.

Thank you.

George

Distribution:

25X1A Orig - [REDACTED] 3-Ops
25X1A 2 - [REDACTED] MASTER 4 - Chrono
5 - Reading

Attachment:

Sketch of flight path

DOCUMENT NO. _____
NO CHANGE IN CLASS. ☒
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S O 2012
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE: 15/1/02 REVIEWER: 064540

SECRET